


		NTSB ID: ANC04LA032		Aircraft Registration Number: N1276P	
		Occurrence Date: 02/10/2004		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Toksook Bay		State AK	Zip Code 99637	Local Time 1652	Time Zone AST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On February 10, 2004, about 1652 Alaska standard time, a wheel-equipped Cessna 208B airplane, N1276P, sustained substantial damage when it collided with snow-covered terrain after it departed the runway and nosed over during the takeoff roll at the Toksook Bay Airport, Toksook Bay, Alaska. The airplane was being operated as a visual flight rules (VFR) scheduled passenger flight to Newtok, Alaska, under Title 14, CFR Part 135, when the accident occurred. The airplane was operated as Flight 2821 by Grant Aviation Inc., Anchorage, Alaska. The commercial certificated pilot, and the 6 passengers, were not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect.</p> <p>During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on February 12, the director of operations for the operator reported that the pilot was departing on runway 34. The runway surface had areas of packed snow and ice, and the director of operations indicated that he had received reports that a right crosswind was blowing from 070 degrees between 15 to 25 knots. According to the director of operations, the pilot said that about 300 feet after beginning the takeoff roll, between 30 to 50 knots airspeed, the airplane began to drift to the left, which he was unable to correct. The airplane departed off the left side of the runway and nosed over. The airplane received damage to the wings, fuselage, and empennage.</p> <p>Runway 34 at Toksook Bay is 3,200 feet long and 60 feet wide.</p> <p>According to the accident airplane's information manual, the maximum demonstrated crosswind velocity, takeoff or landing, is 20 knots.</p>					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC04LA032				
		Occurrence Date: 02/10/2004				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Toksook Bay		Airport ID: OOK	Airport Elevation 96 Ft. MSL	Runway Used 34	Runway Length 3200	Runway Width 60
Runway Surface Type: Gravel						
Runway Surface Condition: Ice Covered; Snow--compacted						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 208B0852		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 8	Certified Max Gross Wt. 8750 LBS	Number of Engines: 1		
Engine Type: Turbo Prop		Engine Manufacturer: Pratt & Whitney	Model/Series: PT6A-114A	Rated Power: 675 HP		
- Aircraft Inspection Information						
Type of Last Inspection AAIP		Date of Last Inspection 01/30/2004	Time Since Last Inspection 24 Hours	Airframe Total Time 3897 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information						
Registered Aircraft Owner Grant Aviation Inc.		Street Address P.O. Box 92200				
		City Anchorage	State AK	Zip Code 99502		
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City	State	Zip Code		
Operator Does Business As:			Operator Designator Code: ENHA			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted:						
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div>						


 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC04LA032																																																																																		
		Occurrence Date: 02/10/2004																																																																																		
		Occurrence Type: Accident																																																																																		
First Pilot Information																																																																																				
Name		City		State	Date of Birth																																																																															
On File		On File		On File	Age																																																																															
					34																																																																															
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot		Certificate Number: On File																																																																																
Certificate(s): Commercial																																																																																				
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft? No				Current Biennial Flight Review? 10/17/2003																																																																																
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.		Date of Last Medical Exam: 02/27/2003																																																																																
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>3800</td> <td>190</td> <td>2300</td> <td>1700</td> <td></td> <td>400</td> <td>120</td> <td>5</td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>230</td> <td>190</td> <td>230</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>50</td> <td>50</td> <td>50</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	3800	190	2300	1700		400	120	5			Pilot In Command(PIC)											Instructor											Last 90 Days	230	190	230								Last 30 Days	50	50	50								Last 24 Hours	0	0	0							
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night							Instrument					Rotorcraft	Glider	Lighter Than Air																																																																	
						Actual	Simulated																																																																													
Total Time	3800	190	2300	1700		400	120	5																																																																												
Pilot In Command(PIC)																																																																																				
Instructor																																																																																				
Last 90 Days	230	190	230																																																																																	
Last 30 Days	50	50	50																																																																																	
Last 24 Hours	0	0	0																																																																																	
Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No																																																																																
				Second Pilot? No																																																																																
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: Company VFR																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
Same as Accident/Incident Location			OOK	1652	AST																																																																															
Destination		State	Airport Identifier																																																																																	
NEWTOK		AK	PAEW																																																																																	
Type of Clearance: None																																																																																				
Type of Airspace: Class G																																																																																				
Weather Information																																																																																				
Source of Briefing: Flight Service Station																																																																																				
Method of Briefing: Telephone																																																																																				

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC04LA032			
		Occurrence Date: 02/10/2004			
		Occurrence Type: Accident			

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation <div style="text-align: right;">Ft. MSL</div>	WOF Distance From Accident Site <div style="text-align: right;">NM</div>	Direction From Accident Site <div style="text-align: right;">Deg. Mag.</div>
Sky/Lowest Cloud Condition: Few			3500 Ft. AGL		Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 6 SM	Altimeter: 28.87 "Hg
Temperature: -1 °C	Dew Point: -1 °C	Wind Direction: 70			Density Altitude: Ft.
Wind Speed: 15	Gusts: 25	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				6	6
- TOTAL ABOARD -				7	7
Other Ground					
- GRAND TOTAL -				7	7

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: ANC04LA032	
	Occurrence Date: 02/10/2004	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Scott Erickson		
Additional Persons Participating in This Accident/Incident Investigation: Tony Fisher Aviation Safety Inspector FAA-AL-AND FSDO 03 4510 W. International Airport Rd. Anchorage, AK 99502		
<div>FACTUAL REPORT - AVIATION</div> <div>Page 5</div>		